California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

INDICIA INFO GOES HERE

HIGH-SPEED TRAIN NEWS

California's Global Warming Solutions Act: High-Speed Trains are a Significant Part of the Answer

STUDY:
Dirty air kills 1,000 residents prematurely, every year.
The Sacramento Bee
December 3, 2006

California is the world's 12th largest source of carbon dioxide, the chief heat-trapping gas that causes global warming. But California's Global Warming Solutions Act of 2006 (AB 32-Nuñez) requires the state to reduce emissions to 1990 levels by the year 2020. Considering that the state is poised to grow by over 10 million people by this time, reducing emissions is a huge undertaking that will call for innovative solutions like high-speed trains.

Global warming is caused by varied sources. One chief source in California is a massive transportation sector. Our clogged freeways and overburdened highways generate 40 percent of the state's greenhouse gas pollution. Electric trains can help change that. Electrically propelled, high-speed trains use one-fourth as much energy as airplanes and only one-fifth the energy used in a commuter automobile trip.

Recent environmental studies found that high-speed trains would reduce CO_2 emissions by 12.4 billion pounds per year versus highway and air travel. That's the equivalent of removing one million vehicles from state roads annually, and eliminating the CO_2 emissions produced from 11 billion miles of vehicle travel.

Importantly, high-speed trains can be a critical component to weaning Californians off of their reliance on fossil fuels by providing an alternative to driving on congested freeways and overtaxed city streets. In the effort to lessen California's growing dependency on foreign oil, the statewide high-speed train system is projected to reduce oil consumption by at least 5.2 million barrels per year.

Already, California has completed the planning and program-level environmental analysis of a 700-mile high-speed train system from San Francisco and Sacramento in Northern California, through the Central Valley with stops in Fresno and Bakersfield, and south to Los Angeles and San Diego.

The implementation of that plan is underway for delivering an innovative solution to help California achieve its mandate to reduce greenhouse gases that contribute to global warming.

BOARD MEMBERS

Judge Quentin L. Kopp, Chairman
Fran Florez*, Vice-Chair
Donna Andrews
David Crane
Rod Diridon, Sr.*
R. Kirk Lindsey
Curt Pringle
Lynn Schenk
T.J. (Tom) Stapleton
*past chair

INDEX
WINTER 2007

For an e-newsletter edition, please email the California High-Speed Rail Authority: **sschnaidt@hsr.ca.gov.** The next edition will be e-mailed directly to you.

News About High-Speed Trains Around the World

Spain
Spain has ambitious plans for its high-speed network, with the government funding new rail infrastructure to serve Madrid and Barcelona. A five-mile tunnel is planned through the Pyrenees mountains, with costs to be recouped over a 50-year private franchise operation. Construction for a high-speed line from Madrid to Toledo is also included.

France
For a month last fall, two TGV trains were put through extensive operational testing at speeds between 198 and 224 mph on the Mediterranean line to measure the effects of sustained higher speed on braking, energy use, track maintenance and passenger comfort. TGVs have been operating at speeds up to 198 mph on this line since 2004.

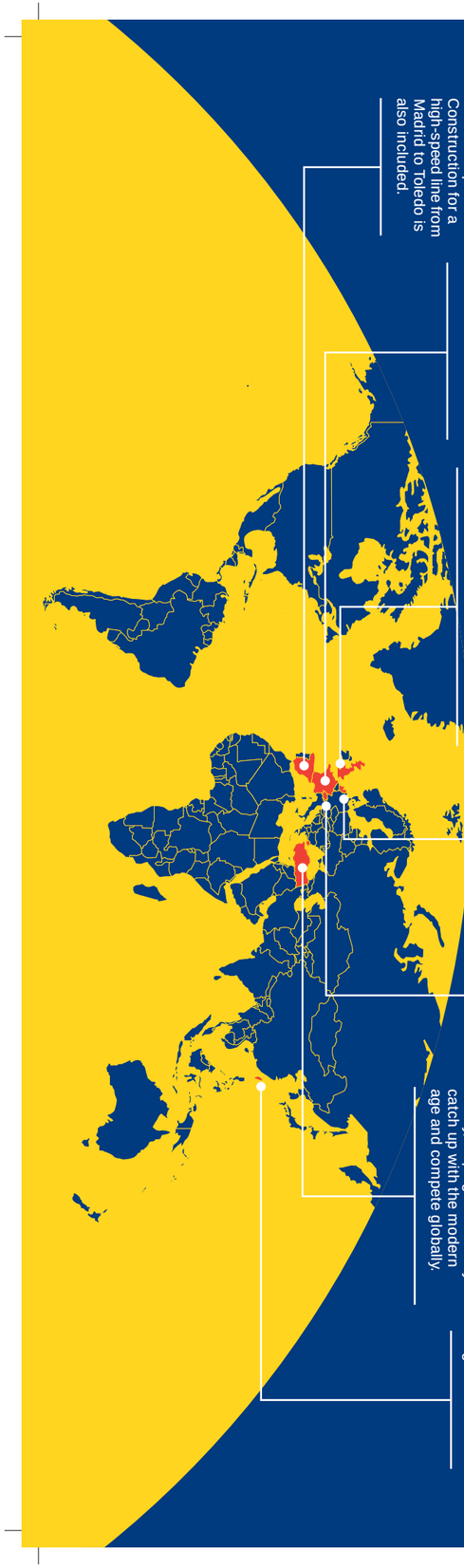
United Kingdom
A new express commuter service between London, St. Pancras, Ashford and the Kent coast is set to be introduced on the high-speed Channel Tunnel Rail Link (CTRL) in 2009. The high-speed commuter trains, adapted from the Japanese high-speed Shinkansen trains, will pick up passengers on the existing local lines and then tie into the CTRL line to speed into London. The CTRL is the first major new link to be built in the UK in over a century, and when complete will have cut an hour off travel times for both regional commuters and international travellers between London and Brussels and Paris.

Netherlands
The Netherlands will open new high-speed links in the near future, cutting train time from Amsterdam to Paris to just three hours.

Switzerland
Switzerland is expected to open the new 20-mile low-level Lotschberg tunnel between Brig and Bern, cutting an hour off travel times between Italy and Germany.

Turkey
Turkey is constructing a high-speed train system connecting the capital city of Ankara to Istanbul, the country's largest population center. Trains will travel at 250 km/hour with passenger capacity of 700,000 riders per year. The system is planned to be operational by 2008. Minister Yildirim underlined the importance of the project by stating that high-speed trains are a must for Turkey, helping that country catch up with the modern age and compete globally.

Taiwan
A new high-speed rail system debuted in January in Taiwan. The state-of-the-art, environmentally friendly transportation option will serve the country's 23 million people. The system took 20 years in the making at a cost of $15 billion with construction beginning in 2000.



HIGH-SPEED TRAIN NEWS

Message from the Program Director: **Tony Daniels**

Greetings. I'm thrilled to report that there is much activity underway on California's high-speed train system.

Please allow me introduce myself and give you some background on the program management team that's now on board to help guide the environmental review, engineering, design and ultimate construction of California's high-speed train.

As chairman of Parsons Brinckerhoff's Rail Systems Group, I have dedicated the past 12 years working to deliver a high-speed train corridor in California. It's a wonderful fit, therefore, to now take on the role as the high-speed train program director. I've spent a considerable part of my career in the United Kingdom as a designer, contractor, program manager and operations manager for similar high-speed train projects. Putting my experience into practical application here in California, as you can imagine, is particularly satisfying.

Of course, I'm not alone. In the past several months, we've brought aboard more than 150 team members. This dedicated team is very diverse and experienced, comprised of experts in the fields of engineering, environmental planning, finance and visual simulation.

This program management team has been working together for many years—we know the project inside and out, and we have a combination of know-how and confidence required to deliver the project as rapidly as possible.

There are multiple levels to the work underway—statewide, on the federal level and locally as well. Here's just one snapshot of the local work now in progress along the Los Angeles to Orange County corridor. Now, mind you, this is just one corridor of the project. Similar work is underway in other areas as well.

- **Preliminary engineering** is underway with preparation of a Draft Operation Plan to establish the operational fit of high-speed rail—how it corresponds with freight and commuter rail service.
- **A conceptual level alignment plan** with site-specific cross sections is also underway. Planners are working on a summary of the existing conditions and development plans for station areas and surrounding communities.
- **Environmental experts are analyzing** specific areas to be studied and determining how best to coordinate with public agencies.
- **Community outreach team members** are meeting with officials and community groups and agencies to get input and determine how best to move forward with the project.

A different component of the project is a visual simulation now under development, and from initial looks, it's astounding. This tool will allow viewers to experience how the high-speed train will look and sound. We're eager to share this information product with groups, organizations and the public at large. It's slated to be finalized this spring. If interested in taking a look, please contact Steve Schnaidt at **sschnaidt@hsr.ca.gov.**

In future ***NEWS*** issues, we'll provide team updates and share the progress being made to bring high-speed trains to California. In the interim, visit **www.cahighspeedrail.ca.gov**. The Authority's website is loaded with project materials and information.

Thank you for your interest in California's planned high-speed train system. It is my distinct pleasure to serve as its program director.

Friends *of High-Speed Rail*

A Profile

Senator Darrell Steinberg

Recently elected to the California State Senate, Darrell Steinberg served three terms in the State Assembly after serving as a Sacramento City Councilmember. Senator Steinberg recently joined members of the California High-Speed Rail Authority (CHSRA) on a fact-finding mission to Japan where he saw firsthand the inner workings of that country's successful high-speed train operation.

Japan's high-speed train system improves efficiencies and creates high-wage jobs. What has worked there for almost half a century, I believe, could work here in California, to strengthen our economy, create jobs and improve our environment.

California's planned high-speed train system is attractive on many fronts. Reducing traffic and improving the environment come hand-in-hand with electric trains. What is perhaps most often overlooked is the fact that building a train system here will create and sustain 450,000 high-wage jobs in our state.

The planning, design, construction, maintenance and operations of a high-speed train system will require us to draw on our own workforce.

To me, it's a win-win-win: good for the economy by moving goods and people effectively, good for the environment by fighting global warming by reducing greenhouse gases and good for California's families because it will create lasting high-wage jobs.

What's more, the high-speed train system envisioned for California will not require a government subsidy once operational.

When it comes to the environment, I'm particularly encouraged that high-speed trains will reduce emissions by 12.4 billion pounds of CO_2 per year. California's dismal air quality is at the forefront of issues that we must work to resolve.

To combat dirty air, I've created the Sacramento Emergency Clean Air and Transportation Program and the San Joaquin Clean Air Attainment Program. Both efforts seek to replace aging, polluting technologies with cleaner alternatives.

I'm hopeful that the construction of high-speed rail will add to this legacy of environmental concern. Today, California's large footprint of highways and freeways has a far greater impact on the environment than high-speed trains ever could.

I believe that we can no longer rely on status-quo solutions to keeping our state the beacon of economic and environmental prosperity. In fact, we should emulate and improve upon a system of high-speed trains that has been successful in Asia and Europe for decades.

Re-energized California High-Speed Rail Authority Board Poised for Action

The Senate Rules Committee and Senate Pro Tem Don Perata recently reappointed the Honorable Quentin L. Kopp to the California High-Speed Rail Authority (CHSRA) for a term ending December 31, 2010, and Governor Arnold Schwarzenegger reappointed Rod Diridon to his position on the Authority Board.

Governor Schwarzenegger announced three additional appointments to the California High-Speed Rail Authority Board on February 14, 2007. David Crane, R. Kirk Lindsey and Curt Pringle were named to the Authority Board.

David Crane of San Francisco currently serves as special advisor to the governor for jobs and economic growth. Before joining the administration, Crane was a partner with Babcock & Brown, a financial services firm.

R. Kirk Lindsey of Modesto has served on the California Transportation Commission since 2000 and has served as the president of Brite Transport System Incorporated since 1973. Lindsey is also a managing partner of B&P Bulk, an agricultural trucking company and a partner of P&L Properties.

Curt Pringle of Anaheim serves as mayor of the City of Anaheim and president of Curt Pringle & Associates. Pringle has also served as an adjunct faculty member at the University of California, Irvine, since 2000, where he teaches California government. He served in the California State Assembly from 1988 to 1990, 1992 to 1998, and served as Speaker of the Assembly in 1996.

Rod Diridon, Sr., of Santa Clara has served on the Authority since 2001. Additionally, Diridon serves as the executive director of the Mineta Transportation Institute. He served on the Santa Clara County Board of Supervisors from 1975 to 1995, as Chair of the Metropolitan Transportation Commission, American Public Transit Association, Bay Area Air Quality Management District and the Association of Bay Area Governments. He is the president and founder of the California Trolley and Railroad Corporation.

Judge Kopp, former Chairman of the Senate Transportation Committee and author of high-speed rail legislation, serves as the CHSRA Board Chairman. Judge Kopp has an extensive biography, including his historic election to the California State Senate as an Independent in 1986. He served Senate District 8, encompassing San Francisco and San Mateo counties, for three terms, leaving office in 1998. As an elected local and state legislator for 27 years, Judge Kopp also served as a leader on virtually every regional governmental policy-making body affecting the Bay Area.

NEW SPEED RECORD FOR FRENCH TGV | **On February 13, 2006, the TGV, France's high-speed train system, broke its own world speed record by reaching a speed of 553 Km/h — *343.7 mph* on its new line going from Paris to Strasbourg. The previous record was set in May 1990 at 515.3 Km/h — 320.3 mph.**

Health Care Price Tag Due to Poor Air Quality Costs Us Over $3 Billion a Year. — *The Sacramento Bee*, December 3, 2006